

Claims

Claim #1

1-A method for providing extra traction for a vehicle when encountering icy or heavy snowy conditions, comprising the steps of:

- a. upon the drivers pulling on the side of the highway, he proceeds to distribute a plurality of traction pads to each set of tires, that he desires to set up, and
- b. the harness belt already in place for the winter season, situated between the dual tire assemblies, at the rim, said driver proceeds to place said traction pads on the said tires, and
- c. said driver connects said traction pads to said harness using a means for fastening, either independent or incorporated in the design of said harness and/or said traction pad,

Whereby said driver can continue driving said vehicle, however slowly, to a safe haven.

Claim #2

2- The method of claim #1, whereby said traction pads are lightweight and stackable for ease of handling and storage.

Claim #3

3- The method of claim #1, whereby said traction pads are kept taut against said tire by use of a means coming from a group comprising of springs, elastics, rubber, either incorporated in the said harness, or in said fasteners or in said traction pads,

Claim# 4

4- The method of claim #1, whereby said driver connects said traction pads to each other using a means for spacing, either independent or incorporated in the design of the said traction pads that keep said pads properly spaced.

Claim#5

5-The method of claim 1, whereby special traction pads having deeper treads for muddy applications, can also be available.

Claim #6

6- The method of claim 1, whereby an alternative embodiment, designed for single tires, comprising the steps of:

- a. upon the drivers pulling on the side of the highway, he proceeds to distribute the inner harness, the outer harness and the traction able material coming from a group comprising of chains or cables, to each set of tires, that he desires to set up, and
- b. said driver installs said inner harness around the axle of said tire, and
- c. said driver hooks one end of said traction able material to said inner harness, and
- d. said driver hooks other end of said traction able material, now crossing the tread of said tire, both straight across and diagonally, to said outer harness.

Claim #7

7-The method of claim #6, whereby said traction able materials are kept taut against said tire by use of a means coming from a group comprising of springs, elastics, rubber, either independent or incorporated in said inner harness, or said outer harness or in said traction able materials.

Claim #8

8-The method of claim #6, whereby the novelty of this method over existing prior art, would be the ease of handling of the now separated parts.

Claim #9

9-A device that is placed against dual tires for providing extra traction during icy and snowy road conditions, comprising:

- a. said device heretofore called a traction pad, made of lightweight, durable material, designed to cover as much as the entire width of the dual tire assembly, and curved to follow the radii of said tire assembly, and large enough so that a plurality of said traction pads would provide the needed traction, yet small enough to be easily handled, and made of traction able materials that will grab at snow and

ice on the road, and

b. a harness belt that installs at the rim of the dual tire assembly, between the dual tires, and may remain there the entire winter season, so as to eliminate one step in the installation, and made of a durable material, that will serve as an anchor to fasten said traction pads to,
and

c. a fastener, made with strong materials, that may be independent, or incorporated into the design of the said harness or incorporated into the design of said traction pad and serves to connect said traction pads to said harness.

Claim # 10

10- The device of claim #9, whereby said device may be made of bio-degradable material for a disposable variety that would be environmentally friendly.

Claim #11

11- The device of claim #9, whereby said traction pads are made lightweight and stackable for ease of handling and storage.

Claim # 12

12- The device of claim #9, whereby a means for keeping said traction pads taut against said tire assembly comprising of materials from a group consisting of springs, elastics, or rubber, which may be independent or may be incorporated in the design of said harness or may be incorporated in the design of said traction pad.

Claim #13

13- The device of claim #9, whereby a spacer that may either be independent, or incorporated into the design of said traction pad and serves to connect said traction pads, made of durable material, that keeps said traction pads properly spaced around said tire assembly,

Claim #14

14-The device of claim #9, whereby special designed traction pads with deeper treads, for muddy situations, may also be available,

Claim #15

15- The device of claim #9, whereby an alternative embodiment would be one that is placed against single tires for providing extra traction during icy and snowy road conditions, comprising:

- a. an inner harness that installs around the axle of said tire,
- b. said inner harness having means for connecting traction able material coming from a group comprising of chains or cables,
- c. said traction able material that crosses over the tread of said tire both straight across and diagonally,
- d. an outer harness having a means to connect to the other end of said traction able materials,

Claim #16

16- The device of claim #15, whereby would be included, a means from a group comprising of springs, elastics, rubber, either independent or incorporated in any of the above aforementioned parts, to allow for said traction able materials to be taut against said tire.

Claim #17

17- The device of claim #15, whereby the novelty of this method over existing prior art, would be the ease of handling of the now separated parts.